

Amendment No. _____

Signature of Sponsor

FILED

Date _____

Time _____

Clerk _____

Comm. Amdt. _____

AMEND Senate Bill No. 251

House Bill No. 66*

by deleting all language after the enacting clause and substituting instead the following:

SECTION 1. From excess state tax revenue over-collected in fiscal year 2016-2017 and deposited in the general fund, there is appropriated the sum of \$177,000,000 (non-recurring) to the highway fund, of which \$27,000,000 shall be earmarked to fund the planning, engineering, right-of-way acquisition, construction, improvement, and rehabilitation of roads and bridges on the state-aid highway system as provided in TCA §§ 54-4-401 - 54-4-406.

SECTION 2. On or before March 1, 2018, the department of transportation shall submit a report to the transportation committee of the house of representatives and the transportation and safety committee of the senate that specifically identifies the backlog projects that have been initiated or funded from the sum transferred to the highway fund pursuant to Chapter 758 of the Public Acts of 2016, Section 43, Items 7-8, including at a minimum the following for each project:

- (1) The date on which engineering activities began, or are anticipated to begin, if known;
- (2) The date on which right-of-way acquisition activities began, or are anticipated to begin, if known; and
- (3) The date on which construction activities began, or are anticipated to begin, if known.

SECTION 3. This act shall take effect July 1, 2017, the public welfare requiring it.



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AMEND Senate Bill No. 699

House Bill No. 220*

by deleting all language after the enacting clause and substituting instead the following:

SECTION 1. Tennessee Code Annotated, Title 65, Chapter 3, Part 1, is amended by adding the following as a new section:

(a) As used in this section:

(1) "Nonprofit sponsor" means a nonprofit corporation whose purpose includes the historic preservation of documents, memorabilia, and equipment associated with the railroad industry, and public education regarding the history, current functions, and future of railroad transportation and which is exclusive to religious, scientific, literary, or educational purposes within the meaning of 26 U.S.C. § 501(c)(3); and

(2) "Special passenger excursion train" means a train offered by a nonprofit sponsor to the public for operation over a common carrier railroad or railroad authority.

(b) Notwithstanding § 29-39-102 or any other law to the contrary, the liability of a nonprofit sponsor of a special passenger excursion train, the owner or operator of a special passenger excursion train, and the railroad or rail authority over whose tracks the special passenger excursion train is operated, for all claims, whether for compensatory damages or punitive damages, arising from a rail incident or accident occurring in this state and involving a special passenger excursion train shall not exceed the following amounts, based on the number of passengers transported per year as follows:



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(1) For up to twenty-five thousand (25,000) passengers per year, ten million dollars (\$10,000,000) per occurrence or per claim; or

(2) For more than twenty-five thousand (25,000) passengers and up to fifty thousand (50,000) passengers per year, twenty million dollars (\$20,000,000).

(c) A nonprofit sponsor of a special passenger excursion train shall maintain liability insurance coverage equal to the amount in subdivision (b)(1) or (b)(2), as applicable. The nonprofit sponsor shall provide evidence of liability insurance coverage in an amount that meets the requirements of this subsection (c) upon demand of the department of transportation.

(d) This section shall not limit the liability of a nonprofit sponsor whose intentional misconduct causes a rail incident or accident.

(e) This section is deleted on May 1, 2022, unless extended by the general assembly before such date. During the second annual session of the 112th general assembly, the government operations committees of the house of representatives and the senate shall review and make recommendations to the general assembly on whether legislation be considered to extend the operation of this section after May 1, 2022.

SECTION 2. This act shall take effect upon becoming a law, the public welfare requiring

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AMEND Senate Bill No. 1354

House Bill No. 779*

by deleting all language after the enacting clause and substituting instead the following:

SECTION 1. Tennessee Code Annotated, Section 55-8-198(b)(6), is amended by designating the existing language as subdivision (A) and adding the following as a new subdivision (B):

(B) All records, communications, and other documents regarding a violation of § 55-8-110(a)(3), or any municipal law or ordinance that mirrors, substantially duplicates, or incorporates by cross-reference the language of § 55-8-110(a)(3), that is based solely upon evidence obtained from any traffic enforcement camera, shall have printed on the document the disclaimer required by subdivision (b)(6)(A) for notices of violation and citations. This subdivision (b)(6)(B) applies to any record, communication, letter or notice of collection, or other document sent to the person cited from a person or entity that engages in collection activities, including collection agencies and licensed attorneys.

SECTION 2. Tennessee Code Annotated, Section 55-8-198, is amended by adding the following as new subsections:

(o) A contract involving traffic enforcement cameras between a municipality and a person or entity that has a renewal or extension provision and that was entered into prior to the effective date of this act, shall be nonrenewable upon expiration of the existing contract term. No contract involving traffic enforcement cameras between a municipality and a person or entity shall be entered into, or renewed, on or after the effective date of this act.

(p) No municipality shall by ordinance or any other means prohibit or limit access to the court system or services, motor vehicle titling and registration services, or other



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government services to any person cited due to nonpayment of the notice of violation or citation based solely upon evidence obtained from any traffic enforcement camera used to enforce or monitor traffic violations of § 55-8-110(a)(3), or any municipal law or ordinance that mirrors, substantially duplicates, or incorporates by cross-reference the language of § 55-8-110(a)(3).

(q) No municipality shall publish or otherwise disclose a list or other document identifying the names of persons cited who have failed to pay all or any portion of a notice of violation or citation based solely upon evidence obtained from any traffic enforcement camera used to enforce or monitor traffic violations of § 55-8-110(a)(3), or any municipal law or ordinance that mirrors, substantially duplicates, or incorporates by cross-reference the language of § 55-8-110(a)(3).

SECTION 3. Tennessee Code Annotated, Section 55-8-198(b), is amended by adding the following as a new subdivision:

(7) No notice of violation, citation, letter or notice of collection, record, communication, or other document regarding a violation of § 55-8-110(a)(3), or any municipal law or ordinance that mirrors, substantially duplicates, or incorporates by cross-reference the language of § 55-8-110(a)(3), that is based solely upon evidence obtained from any traffic enforcement camera, shall contain the language "Payment is required by law" or other language indicating that the payment of the notice of violation or citation is required by law.

SECTION 4. This act shall take effect upon becoming a law, the public welfare requiring it, and shall apply to all citations and notices of violation issued on or after such date, and to contracts entered into, amended, or renewed on or after such date.

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Comm. Amdt. _____

AMEND Senate Bill No. 526*

House Bill No. 1062

by deleting Section 1 and substituting instead the following:

SECTION 1. Tennessee Code Annotated, Section 54-21-104(b), is amended by designating the existing language as subdivision (1) and adding the following language as subdivision (2):

(2) For the purposes of issuing permits and regulating outdoor advertising devices in accordance with this chapter, the location of a permitted device shall be determined by the location of the supporting monopole, or by the location of the supporting pole nearest to the highway in the case of a device erected on multiple supporting poles; provided, however, that where a permitted multiple-pole device may be lawfully reconstructed, the replacement of the supporting poles with a monopole shall not be considered a change of location requiring a new permit if:

(A) The permittee gives advance notice to, and receives the prior approval of, the department before reconstructing the device;

(B) The monopole is erected within the line segment defined by the previous supporting poles; and

(C) The location of the monopole meets applicable spacing requirements.



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AMEND Senate Bill No. 1348

House Bill No. 1352*

by deleting all language after the enacting clause and substituting instead the following:

SECTION 1. Tennessee Code Annotated, Title 54, Chapter 2, Part 1, is amended by adding the following as a new section:

54-2-110.

(a) There is established a new separate account in the general fund known as the transportation critical infrastructure fund.

(b) The transportation critical infrastructure fund is composed of funds appropriated by the general assembly for the purposes of this section.

(c) Money in the transportation critical infrastructure fund may be used solely to fund critical transportation infrastructure projects. The commissioner of transportation shall identify projects that are, in the opinion of the commissioner, critical transportation infrastructure projects and shall submit the projects to the state funding board for approval. The state funding board shall establish, by policy or action, the process by which the commissioner of transportation may seek and receive approval to use the funds for a critical transportation infrastructure project. No funds shall be disbursed for a project unless the project is approved as a critical transportation infrastructure project by the state funding board, and the state funding board shall set the maximum amount of funds to be disbursed for any approved project.

(d) Disbursements for critical transportation infrastructure projects approved by the state funding board shall be made in the same manner as disbursements from the highway fund pursuant to § 54-2-104. However, total disbursements for any project shall not exceed the amount approved by the state funding board for the project.



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(e) At the end of each fiscal year, any funds remaining in the transportation critical infrastructure fund shall be carried forward and remain in the transportation critical infrastructure fund.

(f) Funds in the transportation critical infrastructure fund shall be invested by the state treasurer pursuant to an investment policy approved by the state funding board. This investment policy may authorize any investment permitted by title 9, chapter 4, part 6. Investment of funds in the transportation critical infrastructure fund shall be for the sole benefit of the transportation critical infrastructure fund, and interest accruing on investments and deposits of the fund shall be returned to the fund and remain part of the transportation critical infrastructure fund.

(g) It is the legislative intent that new commitments made from the transportation critical infrastructure fund shall not exceed the appropriations made to the transportation critical infrastructure fund. It is further the legislative intent that in each fiscal year the transportation critical infrastructure fund be managed so that actual expenditures and obligations to be recognized at the end of the fiscal year shall not exceed any available reserves and appropriations of the fund.

(h) No less frequently than quarterly, the commissioner of transportation shall report to the commissioner of finance and administration the status of the appropriations for the transportation critical infrastructure fund. A copy of each such report shall be transmitted to the speaker of the house of representatives, the speaker of the senate, the state treasurer, the state comptroller, the office of legislative budget analysis, and the secretary of state. The report shall include at least the following information:

- (1) The amount of funds approved by the state funding board for each critical transportation infrastructure project approved since the previous report;
- (2) A brief description of each project approved since the previous report and the status of each project; and
- (3) The total outstanding commitments and the total unobligated appropriation.

SECTION 2. This act shall take effect July 1, 2017, the public welfare requiring it.